

## MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Executive Director's Report for the April 21, 2004 NCTC Meeting

DATE: April 16, 2004

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1. UC BERKELEY INSTITUTE OF TRANSPORTATION STUDIES TRAFFIC SAFETY EVALUATION

The University of California Berkeley Institute of Transportation Studies (ITS) offers free traffic safety evaluations to California cities. Two person teams consisting of an engineering consultant and a traffic law enforcement expert conduct on-site evaluation, typically taking two to three days.

Traffic Safety Program Evaluation Teams:

- Review the environment facilities policies and procedures relevant to traffic safety
- Investigate specific traffic safety issues requested by staff, and
- Write a summary report with recommendations from managers and officials.

ITS evaluations and recommendations are intended to be thought provoking and not fault finding, taking into account an agency's size and available resources. This particular traffic safety evaluation was done at the request of the Nevada County Transportation Commission on the following four locations:

- SR 49 from Kenwood Drive to La Barr Meadows Road
- Brunswick Road from SR 174 to Burma Road
- Brunswick Road at Idaho-Maryland Road
- SR 20/SR49 Frontage Road, Idaho-Maryland/East Main Street Intersection to South Auburn/Neal Street/Colfax Avenue Intersection

The draft report from the Traffic Safety Evaluation (TSE) Team was received on April 7<sup>th</sup> and has been distributed to the City of Grass Valley and Nevada County for review and comment. Once comments are incorporated into the draft report, a final report will be prepared and distributed to the Nevada County Transportation Commission, the City of Grass Valley, and Nevada County.

The draft report identified five potential safety improvements for the SR 49/La Barr Meadows Road intersection and suggested consideration of three additional options. At the Brunswick Road/Idaho-Maryland Road intersection, the draft report suggested four safety improvements. At the Brunswick Road/SR174 intersection the draft report lists four potential safety improvements and suggests consideration of two additional improvements. Regarding the Frontage Road corridor from Idaho-

Maryland/East Main Street intersection to the South Auburn/Neal Street/Colfax Avenue intersection, after observing traffic operations in the corridor the TSE team reviewed the corridor improvement concept report prepared by Grant Johnson of PRISM Engineering, and concurred with most of his recommendations.

2. IDAHO-MARYLAND ROAD/EAST MAIN STREET INTERSECTION TO SOUTH AUBURN/NEAL STREET/COLFAX AVENUE INTERSECTION FRONTAGE ROAD IMPROVEMENTS

The Nevada County Transportation Commission and City of Grass Valley staff have been working with PRISM Engineering and Bickett Engineering to refine the improvement concepts for this corridor. We have held two project team meetings to specifically work on refinements to the design of the South Auburn/Neal Street/Colfax Avenue intersection. Based on those refinements, Bickett Engineering is working on a scope of work schedule and cost for completing the project reports and other documents necessary to obtain Caltrans approval for the concept and to prepare for documents leading to construction of the improvements. Those documents will be delivered to us by April 26<sup>th</sup>.

3. DESIGNATION OF WESTERN NEVADA COUNTY AS A NON-ATTAINMENT AREA UNDER U.S. EPA 8-HOUR OZONE STANDARDS

Following submittal of the letters from California Air Resources Board to U.S. EPA Region 9 (see correspondence items 2D and 2E), U.S. EPA completed their designation of counties throughout the United States as non-attainment areas under the 8-hour ozone standards. In recognition of the additional data provided by Nevada County and the California Air Resources Board, U.S. EPA changed their proposal to include western Nevada County as a part of the Sacramento Metropolitan non-attainment area and designated western Nevada County as a separate non-attainment area (see Region 9: State Designations attached). The "basic" classification given to Nevada County means we will have until June 2009 to reach attainment. NCTC staff is very pleased with the assistance we received from California Air Resources Board staff and U.S. EPA Region 9 staff that led to this designation.

We will now continue working with Northern Sierra Air Quality Management District (NSAQMD) to develop the information needed to set up the plans to bring western Nevada County into attainment status.

4. SR 49/CRESTVIEW INTERSECTION/INTERCHANGE PROJECT DEVELOPMENT

Agreements with Catlin Properties, developer of the South Hills Village project, and Sanderson Company, developer of the North Star project, have been signed and funding has been put in place for the project development work to be conducted by Mark Thomas and Company. A Project Team meeting was held on April 8<sup>th</sup> to review Mark Thomas and Company's progress to date. Their firm is fully engaged in the project and the next project development team meeting will be held on May 13, 2004.

5. TRUCKEE SR 89/I-80 INTERCHANGE ROUNDABOUT PROJECT STATUS

The project development work for the SR 89/I-80 Truckee roundabouts has been completed and submitted to Caltrans and the Federal Highways Administration (see attached graphics). The plans, specifications, and estimates (PS&E), along with the bid package are also completed and have been

submitted to Caltrans for their review. Caltrans will then forward these documents to the Federal Highway Administration (FHWA) for their review and final approval. This review process will take approximately a month and then project will be ready to list for construction. The estimated total cost of this project is \$2,406,000.00.

attachments

Region 9: State Designations

I-80/SR 89 Interchange Roundabouts graphic